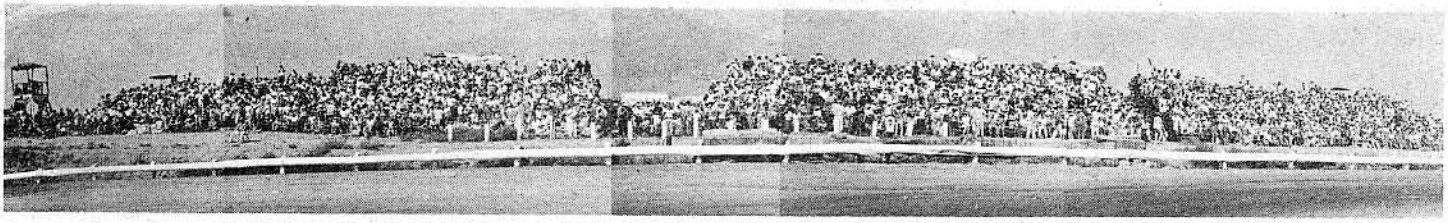


PART OF 75,000 RIVERSIDE THRONG WATCHING SPORTS CAR ROAD RACE AT TURN 6

—Photo by Bill Norcross

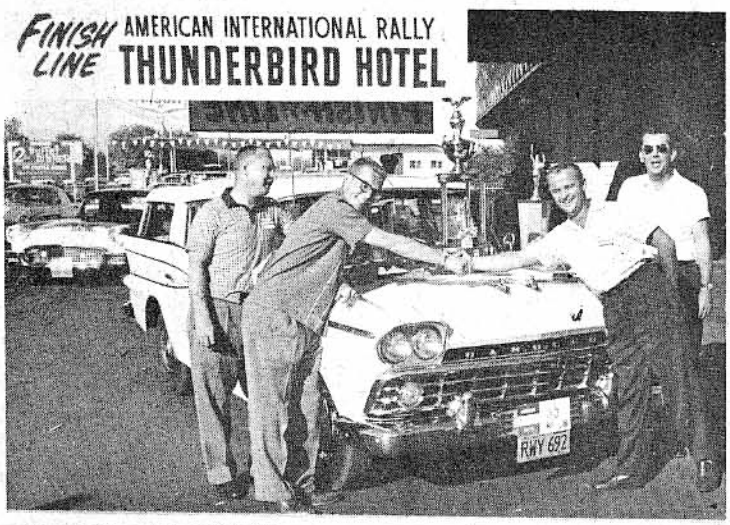
MOTOR RACING

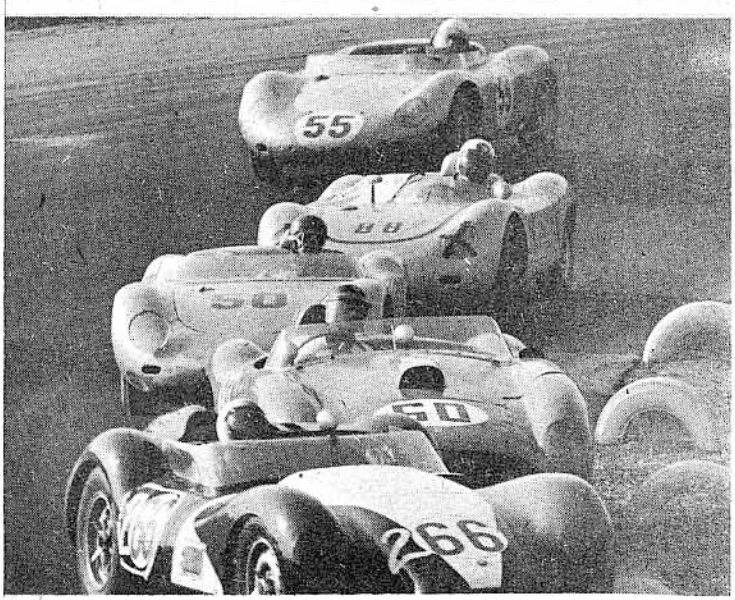
and

ECONOMY CAR NEWS

Vol. 4—No. 25—Culver City, Calif. **OCT. 16-23, 1959**

(Published Bi-Weekly except last issue of Calendar Year) **25c**

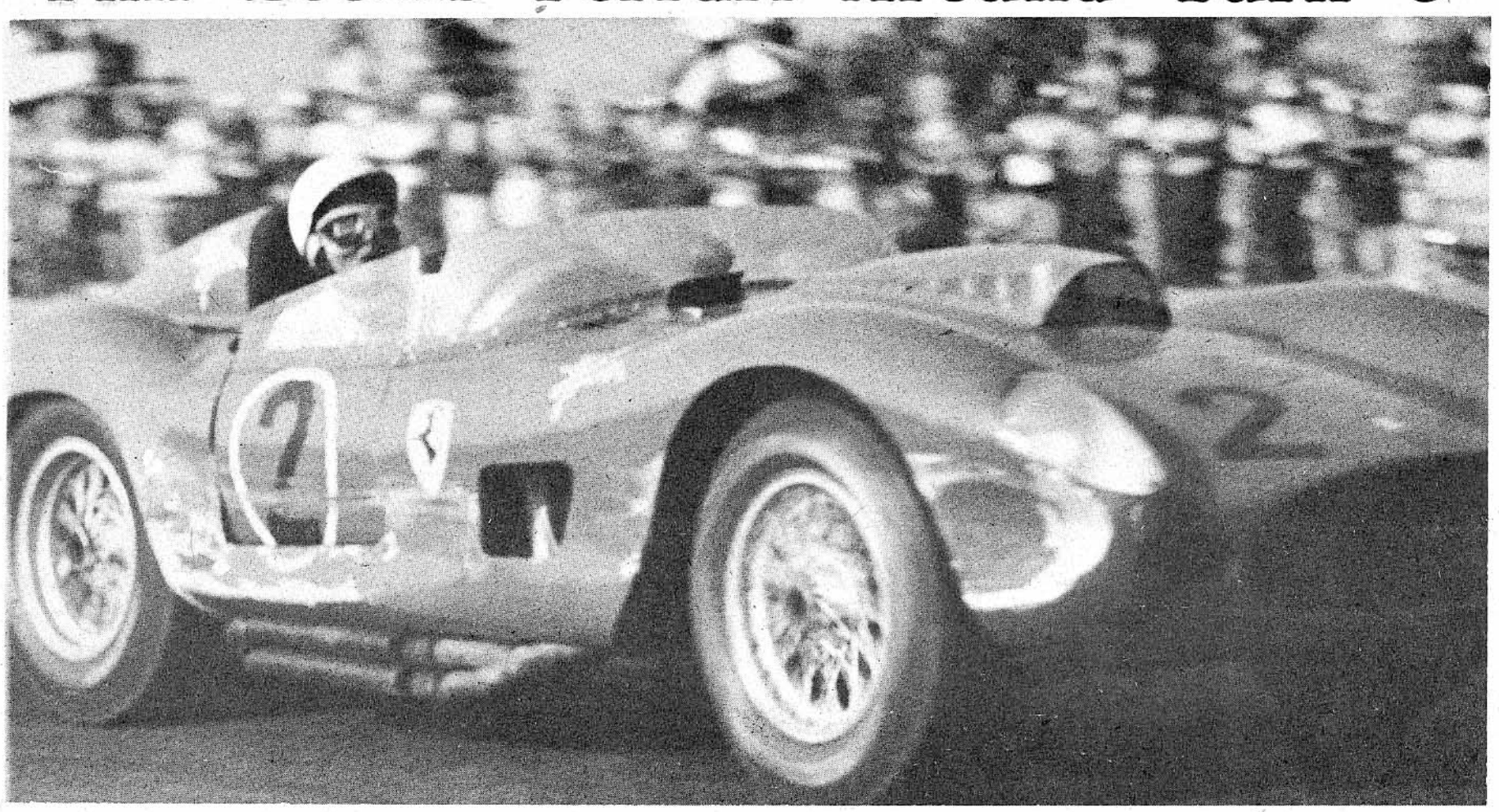




RALLY FINISH—Top photo shows winners of $10,000 American Intl. Rally shaking hands at Las Vegas finish line. From left: Don Royer, rallymaster; Ted Sparks, navigator; Les Scott, driver of Rambler, and George Holland, rally director. Bottom: Duane Sparks, navigator of MOTORACING entry, which took 2nd; son Jack, driver; beauty queen Dorothy Johnson; Ted Sparks and Scott. (MOTORACING photos by Gus V. Vignolle).

RIVERSIDE ACTION—Richie Ginther, 4.1 Ferrari, leads Phil Hill, 3-liter Ferrari, during early stages of $25,000 USAC road race. Ginther was forced out, and Hill won handily. Bottom photo shows four closely-bunched cars—Jack Flaherty, Lister-Jag, followed by Bob Oker, 4.9 Ferrari, and three Porsche RSKs,, Ken Miles, Jack McAfee and Sam Weiss. (Top MOTORACING photo by Gus V. Vignolle, other by Bill Norcross).

Phil Booms Ferrari Around Turn 6



IT'S PHIL HILL CHARGING THROUGH TURN 6 IN BATTERED 3-LITER FERRARI AT RIVERSIDE ROAD RACE
—MOTORACING Photo by Gus V. Vignolle

WINNING RAMBLER crosses finish line after 5-day grind in $10,000 American Intl. Rally at Thunderbird Hotel in Las Vegas. It was driven by Les Scott, navigated by Ted Sparks. Total error was 33 seconds. They won $2766. (Photo by Las Vegas News Bureau).

MOTOR RACING and ECONOMY CAR NEWS

Vol. 4—No. 25 Culver City, Calif. Oct. 16-23, 1959

Hill Wins Rich Race

BY GUS V. VIGNOLLE
MOTORACING Staff Writer

RIVERSIDE, Calif., Oct. 11—Partial recurrence of mechanical bothers that choked off his threat to Chuck Daigh last year today helped Phil Hill drive to victory in the 2nd annual $25,000 U.S. Grand Prix for sports cars.

More than 75,000 fans saw Hill, 31, Santa Monica, Calif., Ferrari factory driver win a listless race with ridiculous ease aboard Eleanor von Neumann's 3-liter Ferrari.

Last year, Hill was forced out in the brutish 4.1 Ferrari, also owned by Mrs. von Neumann, that dominated the race for more than half of the 203.05 miles today. Slight Richie Ginther, of Granada Hills, Calif., was in the cockpit of the 4.1. The machine was the most rugged entry of the lot.

Full page of photos Pg. 5; others on Cover Page; Chart & related features on Pg. 6

Out in front and stroking it, Richie went out on lap 36 with no oil pressure. Two bearings had burned out.

The Hill car was factory-prepared and was flown here from Italy especially for this race. Hill averaged 89.05mph for the 62 laps around the 9-turn, 3.275-mile course.

WINS BY LAP

He finished one lap and 17 seconds ahead of Lloyd Ruby, Houston, 4.5 Maserati. That's how nip-and-tuck it was. Third and winner of the under 2000cc class was Ken

(Continued on Page 3)

MOSS WINS AT WATKINS GLEN

WATKINS GLEN, N.Y., Oct. 18—Stirling Moss drove a Formula I Cooper to an easy win in the 230-mile Formula Libre race here today after taking the lead on the 3rd lap and never being seriously challenged again. Moss averaged 82.1 mph for the 100 laps and posted his fastest lap—97.1mph—on the 2nd lap when he overhauled front-running Bob Holbert in an RSK.

Finishing Positions:

1. Stirling Moss, London, Eng. (Cooper-Climax Formula 1) 2:47.44; 2. Ed Johnson, Cleveland, O. (Offenhauser-midget); 3. Harry Entwhistle, Hamilton, Ont., (Lotus 2 litre); 4. Thomas Graeterox, Columbus, O. (Elva Mark III); 5. Gus Andre, New York City (Maserati 300S); 6. Jiggs Peters, Bound Brook, N.J. (Offenhauser-midget); 7. Bill Randall, North Reading, Mass. (Offenhauser-midget); 8. Sy Kabael., New York City, (Lotus 2 litre); 9. Bob McLain, South Bend, Ind. (Offenhauser-midget); 10. Ed Leavens, London, Ont. (Elva Formula Jr.); 11. Robert Kahmer, Pikesville, Md. (Lotus Bristol); 12. Bruce Boyle, Ridgewood, N.J. (D Jaguar); 13. Jim Shaffer, Floral Park, N.Y. (Offenhauser-midget).

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Scott-T. Sparks Take Rally In '59 Rambler

BY GUS V. VIGNOLLE
MOTORACING Staff Writer

LAS VEGAS, Nov. 17—A 32-year-old Pacoima, Calif., mechanical engineer who has raced stock and midget cars for 10 years, and three members of one family figured in the first two finishers of the big history-making $10,000 American Intl. Rally here today at the Thunderbird Hotel.

Please turn to page 2 for DIARY OF A RALLYIST, by Duane Sparks, MOTORACING'S rally expert.

The winners—and coming in for $2766 of the purse—were Les Scott, the driver, and his 24-year-old navigator, Ted Sparks, a GI stationed at Fort Ord. They were aboard a 1959 Rambler station wagon, and they had a winning score of only 33 penalty points, or seconds, after covering 3326 miles since leaving Los Angeles just be-

(Continued on Page 3)

How They Finished in First Big U. S. Pro Rally

AMERICAN INTERNATIONAL RALLY

FIRST RUNNING OCTOBER 13-17, 1959
SPONSORED BY THE AMERICAN RALLY CLUB, INC.

Pl.	Purse	Car	Type	Starting	Crew	Disp. Tm.	Plty. Cls.	Aux. Pts.	Awards
1	$2,766	55	Rambler	LA	D-Les Scott N-Ted Sparks	10	A	33	Best A, Best LA, Start, 1st Team.
2	1,667	8	T-Bird	LA	D-Jack Sparks N-Duane Sparks	10	A	42	Best Press, Best Family, 1st Team, 2nd A.
3	800	66	Fiat	LA	D-Wm. Rector N-Geo. Blondin CD-Robert Dunn	6	D	43	Best San Diego Rally Team, 1st D.
4	600	4	Citroen	LA	D-Richard Coulter N-Al Nesbitt	3	C	52	Best C.
5	400	30	M-B 190SL	LA	D-W. Eichelkraut N-C. K. Enoch	8	C	55	Best Mercedes, 2nd C.
6	667	31	Lancia	SF	D-John Ryan N-David Davis CD-Robert Cook	10	B	78	Best SF Start, Best B, 1st Team

(Continued on Page 3)

DIARY OF A RALLYIST

From The Highway To A Pink Cloud

EDITOR'S NOTE—Here, in a graphic story by Duane Sparks, MOTORACING's rally expert, you get a true word picture of the preparation, thrills and climax associated with competition in the highly-successful $10,000 *American Intl. Rally. Duane navigated and one of his sons, Jack, drove the MOTORACING entry to 2nd place. His other son, Ted, navigated for the winning car. These two cars, along with the 6th-place Lancia from SF, also took 1st team prize.*

BY DUANE SPARKS
MOTORACING Staff Writer

LAS VEGAS, Oct. 17 — Diary of car No. 8 in the AMERICAN INTERNATIONAL RALLY — Even though we had known for months we were competing in this event, the last few days before the start were hectic with preparations, with everything somehow falling into place at the last moment. At the starting line, it looked just like the beginning of the Economy Run, with flags waving, cameras flashing and celebrities sprinkled among the crowd and on the P. A. system. At the start of a rally there is always a lot of interest in the equipment the other contestants are using and the one getting the most attention at the L. A. start was the Morris Minor station wagon out of Santa Barbara with its camp stove and enormous electric clock.

RALLYING SPARKS — Duane Sparks, author of accompanying story, stands with wife Jerrie alongside MOTORACING Thunderbird 2nd-place finisher. Kneeling: Sons Jack, and Ted.

The first day's run to Twin Falls, Idaho was fast and easy for most of us. Piercy and Harris had quite a scare with a balky fuel filter which almost made them late and the Eisman-Oros-Treichler Alfa was about an hour late because of a faulty distributor wire. Casualties in other parts of the country during the first day included Walter Kronkite who drove his car into a lake in the fog in Tennessee and the Carroll-Hill DKW which dropped out with engine trouble in Ohio. Most of us arrived in Twin Falls about four hours early, scouted the check point, drove carefully around it into town for dinner and a quick nap, then back into line to proceed to the timing table. Everyone received a sack of Idaho potatoes as a souvenir of the T. F. Chamber of Commerce.

They're Off for Denver

As soon as we had watched all the cars come into the timing table we took off for Denver, the second stop on the three day reliability section of the A. I. R. Dawn was just breaking Wednesday morning as we entered Eagle River country in Colorado, and the drive along this waterway through meandering canyons with the fall leaves every imaginable shade of yellow, orange and red leading on up into the snow country to Loveland Pass at 11,908 feet was one of the most beautiful drives we have ever enjoyed. This part of the trip alone was worth the price of admission. Unfortunately most of the cars elected to take Routes 40 or30 both of which were shorter than the selected rally route. They reported beautiful scenery too, but we're sure we got the best break in that department.

We arrived in Denver early enough to rent motel rooms and get about 6 hours sleep before check-in-time so that we were in fairly good shape to take off immediately for Dodge City. We had been joined in Twin Falls by the San Francisco and Vancouver starters which added considerably to the quality of equipment being on the highway since these groups included a Lancia, Aston Martin, 300SL, Jaguar,, etc. About the only casualty in Denver was Doc Hoppe's red hot Corvette storming in the check point 10 minutes early. Sorry to see this because she was doing a heroic job-driving all the way without relief.

Recuperating in Santa Fe

After an all-night ride to historic Dodge City, we checked in at the Boot Hill Museum and took off for Santa Fe, N.M. where we had a full day to recuperate and get acquainted with contestants from other parts of the country who joined us there. Some of the equipment displayed by the eastern contingent was awe-inspiring and gave our poor binary quite an inferiority complex. Here many of the cars broke out their Michelin tires in preperation for the navigational section and trips to the lube racks were the order of the day. Most everyone felt that the time allowances for the reliability sections were too great, especially as it worked out that 60 of the 68 starters reached Santa Fe without penalty of any sort. If the time schedule had been set so that it would have been something of an achievement to arrive on time, with small penalties the order of the day, it would have added considerably to the competitive spirit of the event.

Finally on Friday evening with a feeling that the rally was at last under way we took off from Santa Fe on the navigational section which was to last until mid-afternoon on Saturday in Las Vegas. Some of the unwary were caught at the odometer check when two similar signs caused some to use the wrong distance. The first C.P. was a little

(*Continued on Page 7*)

IN THE NEWS

The Cooper-Climax cars lead the 1959 Formula I Constructors' Championship with 40 points, followed by Ferrari with 36, B.R.M. with 26 and Lotus-Climax with 11. The final points race is at Sebring Dec. 12. . . . Mickey Thompson set up 4 new world's records at Bonneville Oct. 6, with 5km at 345.33mph, 5mi at 340.70mph, 10km at 327.59mph and 10mi at 286.16mph. . . . Phil Hill established 3 new class D records there 3 days earlier in an MG 181 Experimental car: 1km at 254.91mph, 1 mi at 254.57mph and 5km at 232.97mph.

The Pan American Region of the SCCA is holding a Nat'l race weekend Oct. 28-Nov. 1 at Ascarate Park in El Paso. The course is a 2-mi. hard surface road circuit. . . . The L.A. Int'l Auto Show, at the Pan Pacific, is scheduled for Nov. 13-22. . . . The Cal Club will have a new competition licensing setup for 1960, with all novices required to attend at least 2 practice sessions before being allowed to compete in a race. Licensed drivers will not be permitted to jump into vastly more powerful cars without a practice session first. . . . 165 Porsche owners left New York last week to pick up new Porsches at the Stuttgart factory, then drive to Locarno, Switzerland, for hill climb and slalom.

Walt Hansgen (Lister-Jag) and George Constantine (Aston Martin) have 2 more races to decide which will be the 1959 SCCA Class C champ. The Pan American races at El Paso Oct. 28-Nov. 1 and the Daytona Beach road course Nov. 14-15 are the last 2 National races of the year. . . . the Arizona Border Region of the SCCA has the final Pacific Coast Championship races of the year scheduled for Nov. 21-22 at the Tucson Municipal Airport. The Holiday Inn, on the Freeway, is race HQ.

Manning Post is opening a new marina in North Hollywood featuring Porsche marine engines. The Ventura Blvd. spot opens Nov. 1. . . . Rudy Cleye hosted a press party at his Blarney Castle restaurant before the start of the American International Rally, in which Cleye placed 9th driving a Mercedes. . . . the 500cc Club of America screened the first local showing of "Tribute to Fangio" at the GP last Wednesday night.

Races And Concours At Laguna Seca

MONTEREY, Calif., Oct. 21—With the total field limited to 135 cars, the Pacific Coast Championship Laguna Seca races will be held this weekend (Oct. 24-25) at the Fort Ord circuit.

The traditional concours d'elegance, at the Del Monte Lodge in Pebble Beach, will be held Saturday, Oct. 24. The judges include Territorial Enterprise owner Lucius Beebe, 1925 Indianapolis winner Peter De Paolo and H.R.H. Prince Charles of Luxembourg.

Top Italian Driver Seriously Hurt

IVREA, Italy, Oct. 17—Nino Farina, Italy's top driver, was seriously injured today in a road accident near the northern Italian town of Ivrea, when his sports car crashed.

MOTOR RACING AND ECONOMY CAR NEWS

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Riverside Intl. Motor Raceway
●
America's Championship ROAD CIRCUIT

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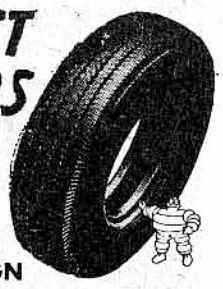

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(Signed) Pearla P. Staples
(My commission expires Oct. 29, 1960).

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• Vignettes

BY GUS V. VIGNOLLE

ROYER LAUDED FOR SUCCESS OF $10,000 RALLY

(Continued from Page 1)

fore 1 a.m., Tuesday.

Ted's younger brother, Jack, 21, a USC student, and their famed rallying father, Duane, took second place in the MOTORACING entry —a 1957 Ford Thunderbird. The son drove. Their error was 42 seconds, and they were in the second car to leave L.A. at 12:08 Monday night.

The MOTORACING entry won $1667; and auxiliary awards included:

Best press entry.

Best family entry.

Member of 1st team.

2nd in class A.

The first imported car could do no better than 3rd. It was a Fiat with a crew of Bill Rector, driver; George Blondin, navigator, and Bob Dunn, co-driver, making up the San Diego Rally team entry. Their error was 43 seconds. They also left from L.A., and won $800.

As a matter of fact, the first five cars left from the poison-smog City of the Angels.

Fourth was a Citroen, Richard Coulter - Al Nesbitt, leading So. Calif. Council driver-navigator, 52 sec., $600. Fifth went to a Mercedes 190SL., Bill Eichelkraut-C.K. Enoch, 55 sec., $400.

This was the country's first big pro rally. It was sanctioned by FIA and had USAC cooperation. For an event of this magnitude, starting from six cities in the U.S; Vancouver, Canada, and Mexico City, it was almost 100% free of protests,, beefs, bellyaches and other impedimenta that mar this type of event.

It is destined to become the U.S. counterpart of such rallies as the famous Monte Carlo in Europe. Backing the event was the director of the sponsoring American Rally Club, George Holland, Burbank manufacturer and longtime auto racing figure.

Plaudits for success of the huge undertaking go to Don Royer of Los Angeles, the rallymaster and director of competition, and the 283 persons working on the many phases of the project.

Sixty-seven U.S. and imported cars started from LA, SF,, Vancouver, Mexico City, Dallas, Detroit, NY and Miami. Sixty were listed as finishers, four missed checkpoints and three did not finish. The 69-car field was reduced to 67 when two—one from NY and the other from Vancouver —did not start.

(Elsewhere in this issue appears a complete chart of finishers, non-finishers, points, purse, etc.)

Ends at Thunderbird

Total mileage ranged from 3144 out of NY to 3326 from LA. First three days comprised a long reliability section. The all-important regularity run was from Santa Fe, N.M., to the swank Thunderbird Hotel in this Nevada desert outpost of paps and craps. The mileage here through 10 checkpoints was 896.

Scott and Ted Sparks, who were not sponsored, figured they averaged 20-21 miles per gallon for the entire run. Ted and his father, Duane, navigator of MOTORACING'S second-place car, used 100th mile counters, binary slide rules and 24-hour Hamilton watches with 100th minute calibration instead of seconds.

Through the 10 legs of the regularity run that began early last evening from Santa Fe and continued along the south rim of the Grand Canyon and through beautifully scenic Zion National Park, Scott and Ted Sparks were charged with the following penalty points: 7-6-8-1-1-4-1-3-1-1—total 33.

Incredibly, this was only the second rally for Scott. This writer was with him when he drove a Cadillac, which blew up in the mountains, in the ill-fated Acapulco rally two years ago. He simply was a master at maintaining the speeds designated by his navigator—and this isn't easy in such a car as a Rambler.

Ted is a leading rallyist in both So. and No. Calif. He has been driving in rallies for two years, but this was only the eighth one in which he was navigator.

Scott's Rambler had some 30,000 miles on it when they started. He had Michelins for rear tires, the same as used on the Corvette measuring car and containing several layers of steel cord beneath the thread, substantially not changing in diameter with speed changes.

Scott nearly missed the American Intl. Chuck Stevenson, the noted Mexican road race pilot, was designated as the original driver, but he pulled out near deadline time, and Scott signed up, hastily teaming with Ted Sparks.

The nice hunk of change that Ted picked up came in handy. As you read this, he is on furlough in Europe, where American dollars are serving him well.

It took the winners about 21 hours from Santa Fe to Las Vegas. They came closest to a major blunder when they almost missed a sign shortly after leaving the New Mexico city.

Between them, Scott and Duane, Jack and Ted Sparks collected 12 trophies for two places.

Lancia 'if' Car

Regularity run penalty points for Jack and Duane Sparks were 5-1-9-5-5-1-6-0-3-7—42; Rector-Blondin-Dunn: 6-11-11-1-3-1-3-2-0-5—43; Coulter-Nesbitt: 7-8-8-5-3-2-0-5-4-10—52; Eichelkraut-Enoch: 3-2-4-8-3-1-23-1-6-4—55.

The first team prize went to the 1-2 finishers and a Lancia out of San Francisco. The Castrol Motor Oil Lancia took sixth overall, and very well could have taken the big prize. The crew: John Ryan, driver; Dave Davis, navigator; Bob Cook, co-driver. This was the big "IF" car in the rally—if they had not misread their watch, they would have won.

The Lancia, picked to win by Castrol's Martin Donahue, had a 7-sec. error at the first checkpoint of the regularity run, 3 at CP 2, where it left one minute early. When they got to CP 3,,, they were 53 seconds early. Running one minute ahead cost them the rally.

(Continued on Page 4)

Riverside Race

(Continued from Page 1)

Miles, the canny Britisher, in a 1500 Porsche RSK.

Then came the greatly-improved Dick Morgensen, Phoenix, yesterday's big winner of the amateur program, in a 3-liter Ferrari Testa Rossa. Fifth went to Sam Weiss, Sacramento, 1600 Porsche RSK. From a competition standpoint, the Morgensen-Weiss duel from about the 30th lap on was one of the day's highlights.

The biggest attraction of the sunsplashed afternoon, Stirling Moss, of England, acknowledged as the world's No. 1 road racing driver despite the fact that he is currently second to Jack Brabham, of Australia, in the world's driving championship standings, was forced out after completing 25 laps. The cause was low oil pressure. Moss was third at the time, behind Ginther and Hill. Actually, though, he was never in it. He kept losing 300 yards to Richie on the long backstretch.

Phil's winning average is a new course record. Daigh averaged 88.8 mph when he won last year in a Chev-Scarab.

There was a bad smash up at the start, but, fortunately, there was no serious injury. The race was restarted after a 35-minute delay.

GURNEY STALLS

Gurney, in the same 4.9 Ferrari he drove to second in this race last year, stalled. He was in the second row with Hill after having posted the fourth best qualifying time behind Ginther, Daigh and Ruby.

From far back, Jack Graham, in a big Chev-Aston, slammed into Gurney, bounced off and struck Rodger Ward's big 4.4 Ferrari. Dan suffered a concussion and neck injury from the terrific jolt, Graham a fractured wrist. They were hospitalized, but Gurney later returned to the course. The Indy winner was unhurt. All three cars were hors de combat.

Gurney's ruptured gas tank spewed fuel all over the course. Oil and other debris made it a mess. But all the others were on their way. Daigh, today driving John Edgar's 5.7 Maserati, which technically got to the starting grid late after frantic work on the clutch.

(Continued on Page 6)

Complete $10,000 Rally Chart

(Continued from Page 1)

Pl.	Purse	Car	Type	Starting	Crew	Tm.	Disp. Cls.	Plty. Pts.	Aux. Awards
7	400	62	Triumph	NYC	D-D. Kennedy N-Alex Thompson	7	C	82	1st in foreign mfgs, 1st C, 1st NY St.
8	350	40	Corvair	Detr.	D-L. Krafft N-J. Bickham CD-Wm. Carlisle	9	B	89	1st US Mfgrs, Best Corvair, Best Detroit Start, 3rd Tm., 2nd B.
9	200	43	M-B 220	LA	D-Rudy Cleye N-Earl Woodard CD-Alan Tompkins	14	B	92	2nd Foreign, 3rd B.
10	150	75	M-B 190SL	LA	D-Dean Mears N-Nick Kermode	14	C	100	
11	250	44	Corv.	Miami	D-J. Kaperonis N-Richard Apolant CD-John Wilmanns	12	B	187	Best Miami Start
12	150	35	Porsche	LA	D-Walt Glassett N-Roy Blay		D	207	2nd D.
13	150	5	VW	Miami	D-John Ryan N-Ray Hatfield	1	D	243	
14	100	17	Corv.	Detroit	D-Jay Hammen N-Starr Hammen CD-Scott Harvey	11	B	249	2nd Team.
15	100	37	Corv.	Detroit	D-Eugene Kelly N-Leland Beck CD-Harry Beronius	11	B	265	2nd Team.
16	100	48	Alfa Rom.	LA	D-Bob Piercy N-Larry Harris	3	D	328	
17	100	60	Corvair	Detr.	D-R. G. Doyen N-C. L. Gibbs CD- H. M. Fraudendorfer	9	B	373	3rd Team.
18	75	54	Citroen	NYC	D-Constance Burns N-John Burns		C	400	
19	75	57	Corv.	Detr.	D-Kent Zopf N-Harry Koontz CD-Albert Post	11	B	418	2nd Team.
20	175	45	Mas.	Dallas	D-Bob Allinger N-Harold Schell		A	420	Best Dallas Start, 3rd A.
21	75	10	Peerless	LA	D-F. W. McDonald N-Laura McDonald CD-Tip Gruver	8	C	486	
22	50	50	VW	Miami	D-C. Haycraft Jr. N-Wm. Benckler	1	D	511	
23	50	39	Austin	LA	D-Peter Gundy N-P. G. Gough, Jr. CD-Cal Wells	4	D	547	

(Continued on Page 4)

PIRELLI

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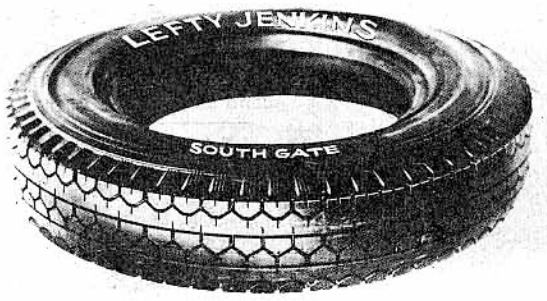

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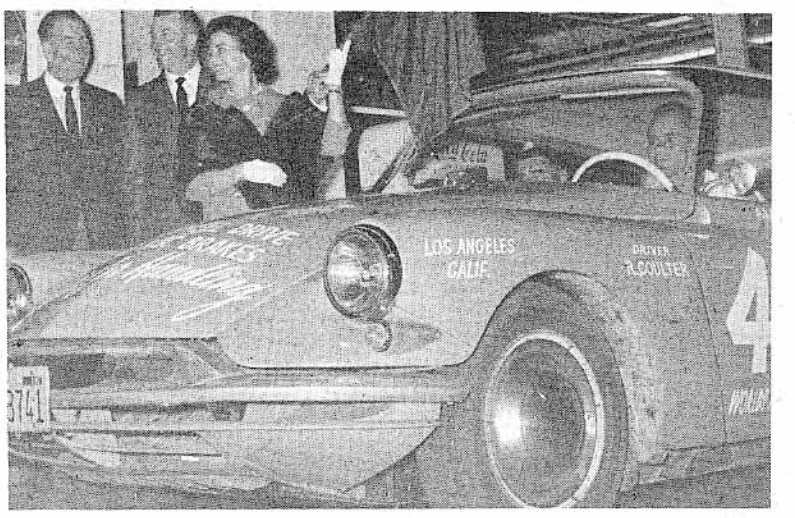
★ $10,000 American Intl. Rally ★

FIRST TWO finishers in American Intl. Rally display the 12 trophies they won between them and some of the legal endive ($4433 of the $10,000 prize fund). From left: Jack Sparks, driver of 2nd place MOTORACING entry (T-Bird); his father Duane, navigator; Ted Sparks, navigator of winning Rambler, and Driver Les Scott. Photo was taken at gala Thunderbird Hotel Victory banquet in Las Vegas.



FIRST RALLY car leaving LA starting point was this Citroen, with Richard Coulter as driver, and Al Nesbitt as navigator. From left: USAC official Alan Guiberson, Indy winner Sam Hanks, and Dorothy Johnson, who waved green flag. The car, No. 4, finished No. 4.

All MOTORACING photos by Gus V. Vignolle

PORSCHE WINS HILL-CLIMB CHAMPIONSHIP

Porsche made a sweep of the European Hill-Climp Championship for the 2nd straight year as Edgar Barth of Germany clinched the 1959 title with his factory RSK Spyder. He won 3 of the 5 rated climbs in France, Italy, Germany and Switzerland to finish with 27 points, well ahead of Porsche driver Heinrich Walter of Switzerland, with 19 points, and Ernst Vogel, of Austria, with 18.

(Continued from Page 3)

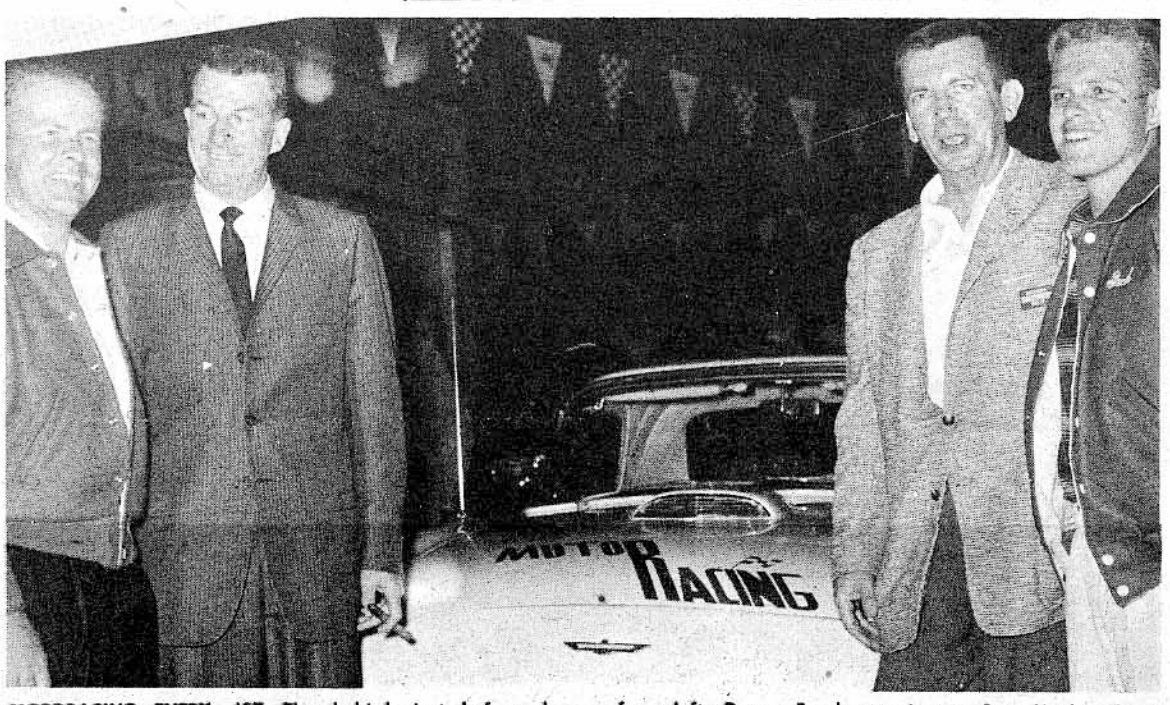
Complete $10,000 Rally Chart

Pl.	Purse	Car	Type	Starting	Crew	Disp. Tm.	Plty. Cls.	Pts.	Aux. Awards
24	50	76	Volvo	LA	D-Kermit Maynard N-John Rausis CD-M. Dean Strasser		C	578	
25	50	38	M-B300SL	SF	D-Marion Lowe N-James Lowe		A	589	
26		22	Triumph	NYC	D-Robert Halmi N-Louis Batori		C	623	
27		16	Alfa Rom.	LA	D-Robert Wood N-George Taylor	6	D	695	
28		19	Corv.	Det.	D-Roger Dick N-R. D. Van derFeen CD-Kenneth Recu	9	B	909	3rd Team.
29		64	Corv.	Miami	D-Stine Wiggs N-Stanley Clark CD-Holt Grace	12	B	1015	
30		32	Ast. Mart.	SF	D-J. K. Martin N-R. J. Naegele	2	A	1022	
31	50	28	M-B 180	Detr.	D-Mansell Gerry N-Paul Soles CD-James Plant		C	1090	Best Foreign Entry.
32		47	Saab	NYC	D-Homer Trotter N-(to be named)		E	1120	Best Class E Displ.
33		68	AH	LA	D-C. R. Hughes N-John W. Miller	4	A	1122	Best Austin Healey.
34		34	M-B 300SL	NYC	D-Camille Mills N. Wm. Mills, III		A	1126	
35		20	Corv.	Miami	D-C. D. Evans N-W. O. Taylor		B	1133	
36		1	Volvo	NYC	D-Art Riley N-Bernie Mann, Jr. CD-Pantaleone Rizzo		C	1167	
37	27		Saab	NYC	D-Robert Wehman N-Morrow Mushkin CD-Louis Braun		E	1171	2nd E.
38		11	Citroen	NYC	D-Allison Stout N-Rusty Peacock CD-Geo. Alderman		C	1203	
39	300	2	Triumph	NYC	D-D. McCluggage N-Eleanor Halmi		C	1221	Best Women's Team, $300.
40		53	Alfa Rom	LA	D-Wm. Chester N-Elizabeth Chester CD-Carol Lovell	8	D	1280	
41		26	Porsche	LA	D-Tom Higgins N-Dick Lovell	3	C	1281	
42	100	56	AH	Vanc	D-Dr. H. Holverson N-Walter Potter		A	1297	Best Vancouver Start
43		13	M-B 190SL	LA	D-Jimmy Simms N-Jay Gensburg	14	C	1328	
44		12	MGA-A	SF	D-Roger Lengel N-Pete Ankersmit		D	1335	San Francisco SCC Press.
45		86	Borgward	LA	D-Antoine Geno. N-Melton DeFries	5	D	1370	
46		25	VW	Miami	D-Al DuPree N-Tom DuPree CD-Elmer Jenkins	1	D	1454	
47	49		Stude	Detr	D-Donald Brady N-Rod Whelan CD-Lewis Seidman		A	1479	
48		46	Porsche	LA	D-Ken Sharp N-Art Hansen	6	C	1495	
49		24	VW	SF	D-Elmer Heasion N-Wayman Bradley CD-Clessie Watson		D	1504	
50		36	M-B 190SL	LA	D-Bob Bordon N-Barbara Bordon	5	C	1793	
51		84	Rambler Amer.	Detr	D-Carl Gerber N-Gary Derksen		A	1952	
52		15	Morgan	SF	D-G. C. McKinney N-H. R. Bru	2	C	1968	
53		14	VW	Miami	N-June Turner D-Robert Turner		D	2017	
54	58		AH Sprite	LA	D-Penelope Sessions N-Jack Brady		E	2096	3rd E.
55	100	3	De Soto, 1953	Mex. DF	D-Jesus Hinojosa N-Wm. Black III CD-Ivo Stern, B.		A	2127	Best Mex. City Start, best Mexico entry.
56		23	Corv	Miami	D-James Bailey N-James Neinast	12	B	2204	
57	18		AH	LA	D-Reno Lawrence N-Roger Fisher	4	A	2247	
58		73	Jaguar	Vanc	D-Walter Lewis N-Robert Lewis CD-Donald Kerslake		A	2482	
59		52	Aston Martin	SF	D-Rex Hardy, Jr. N-James Weiner	2	A	2671	
60		21	Alfa Romeo	LA	D-Dr. R. Eisman N-Theodore Oros CD-Harald Treichler		D	6665	
MCP		6	Ford Anglia	Mex. City	D-Wm. LaBree N-Ian Forsyth CD-Ramon Yrineo	5	D		
MCP		9	Falcon	NYC	D-Capt. Thomas N-Richard Smith		C		Hard Luck.
MCP		51	Corvette	LA	D-Hildreth Hoppe N-Sylvia Treichler		A		
MCP		77	Morris Minor	LA	D-Robt. Dillon N-Chas. Davis CD-Gary Henshaw		E		
DNF		29	Jaguar	NYC	D-Sherwood Johnston N-Robt. Mollman CD-John Freels		A		
DNF		33	DKW	Detr.	D-Wm. Carroll N-Betty Hill		E		
DNF		42	Triumph	NYC	D-Walter Cronkite N-Stewart Blodgett		C		
DNS		7	Austin-Healey	NYC	D-C. G. Rottman N-Sonford Ressler		A		
DNS		63	Jaguar	Vanc	D-Geo. Gibbs N-(to be named)		A		

Corv. — Corvair

•MCP—missed checkpoint
DNF—did not finish
DNS—did not start

TEAM PLACE	TEAM NO.	TEAM CARS	PENALTY POINTS
1	10	8-31-55	153
2	11	17-37-57	932
3	9	19-40-60	1371
4	14	13-43-75	1520
5	3	4-26-48	1661
6	8	10-30-53	1821
7	1	5-25-50	2208
8	6	16-46-66	2233
9	12	23-44-64	3406
10	4	18-39-68	3916
11	2	15-32-52	5661
MCP	5	6-36-86	
DNF	7	22-42-62	



MOTORACING ENTRY, '57 Thunderbird, just before departure. Flanking car, which finished second, are, from left: Duane Sparks, navigator; Sam Hanks; George Holland, rally director, and Jack Sparks, driver.

(Continued from Page 3)

$10,000 Rally

VEGAS VIGNETTES — Suave **Truman Vencill** was invaluable in smoothing things out as USAC rep. . . Talk here is of a 170-mile road race from Indian Springs to the outskirts of LV. . . . **Denise McCluggage** said she's breathing easier since selling her sheet. The noted gal race driver had her TR clouted from behind, 40 mi. from Memphis, by a woman driver — naturally. That ruined her; she was 39th, although 1st across the finish line. . . . Thunderbird Hotel people went all-out to make all feel at home amid the slots & dice at rally hq. **Morry Brodsky** did a fine pubrel job. . . After 30 years in the Toy Dept., this observer hands the rally the quart of overstuffed jelly beans for the best job ever, considering its magnitude and the vast number of people (283) running it. . . . **Don Royer** was titanic. . . A midwestern clod, who finished far down, had the crust to croak, "This wasn't even a rally!!". . . . West has it over east in top GP drivers **(Hill, Gurney, Shelby);** in amateur drivers (too numerous to mention); in SCCA amateur rallyists (the **Bechtels** and **DeLoofs**); and now in pro rallyists (1st easterners finished 7th here). . . One things about those easterners & midwesterners — they try. . . **Armand Garnier** of Citroen should have known better than to protest: he entered the car under his own name, not the car firm. He sought the nod over TR for 1st in foreign mfgrs. . . Heck, a Fiat took 3rd. . . 2nd place MOTORACING entry of **Jack and Duane Sparks** used Valvoline. . . **Martin Donahue** and **Bill Connors** very pleased with Castrol Oil's showing. . . . For timing, Becker radios, with short wave converters for rallies, were installed in two Healeys, three Mercedes (a 220, 2 190SLs), one Corvette and one A55 Austin. . . **Walter Cronkite** wound up in a lake somewhere in Tennessee, returned to NY. . . Case against **Rudy Cleye** for alleged illegal passing near Santa Fe was dismissed. . . They said cars with 3-man crew would have a distinct edge, yet 1st two cars had 2-man crews. . . **Doc Hoppe's** Corvette hit a deer, but speed of her car saved her; she was never off course, her problem being strictly navigational. . . Popular **Art Peck** of CBS kept all posted on NY doings. . . A Healey never left NY; Navigator **Sonford Ressler** was ill. . . A Falcon left its navigator, **Richard Smith,** in Asheville with ptomaine poisoning; **Capt. H. E. Thomas** (out of NY) later continued, but was out, checkpointwise, although leaving Santa Fe on time. . . . **Bill Carroll - Betty Hill** (DKW out of Detroit) had a broken piston somewhere in Ohio.

WARD WINS CONSOLATION

RIVERSIDE, Oct. 11 — Rodger Ward, 1959 Indianpolis winner, won the pro-consolation race here today to qualify for a position in the Grand Prix. Ward, who had clocked 28th best qualifying time, was bumped from the big race when the 27 fastest qualifiers were picked. The first 3 finishers in the consolation race completed the 30 car field.

Don Hulette, who had broken a rear axle on his Jag Chev Spl. in qualification, roared through the pack to take 2nd, with L. Katskee (Ferrari Monza) taking 3rd.

Amateur Races

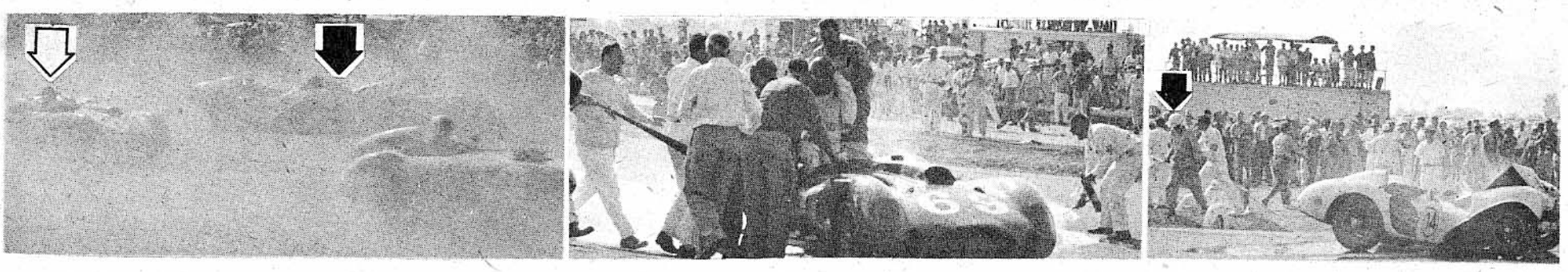
Saturday's amateur big race, for all modified cars, was won by Dick Morgensen (Ferrari TR) who crossed the finish line 4 sec. ahead of Jim Jeffords in one of the ex-Reventlow Scrabs. Jack McAfee, in an RSK, was 3rd.

The big bore production race started with 3 Corvettes blasting into the lead ahead of Dean Mears' new 300SL roadster, then falling by the wayside one by one to give Mears a clean win, almost a minute ahead of 2nd place Jack Breskowitz (AH100S) and 3rd place Lew Spencer (AC Bristol).

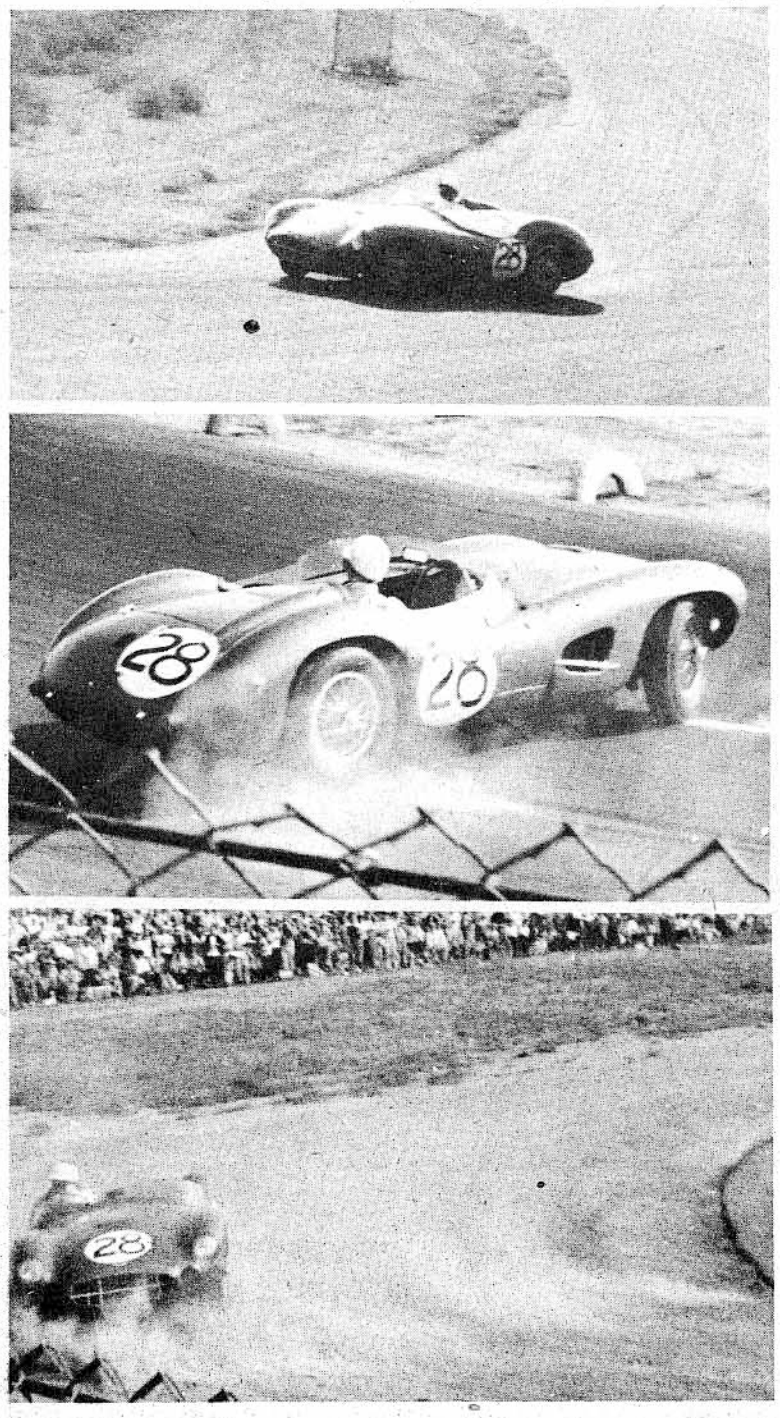
Small Bores

The E and F production race was won by Ron O'Dell in a Porsche Carrera, followed by Ronnie Bucknum, now driving an Alfa Romeo Super Spyder, and R W. Kastner in a TR3. The G, H and I production race was led by Dick Hayward, followed a minute back by John English (both in Alfa Spyders) with Willie West (Fiat Abarth) taking 3rd.

★ $25,000 Riverside Road Race ★

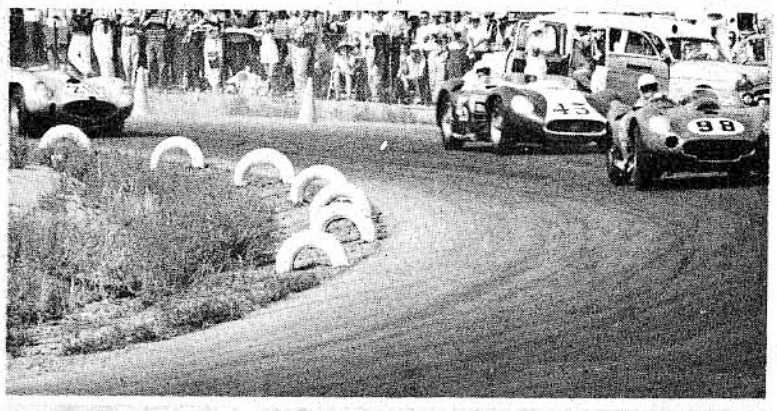


CRASH AT START—Three-photo panel shows damage from starting grid accident that injured two drivers and threw three cars out of rich Riverside road race. Left: Dan Gurney's Ferrari (white arrow) just after it was struck by Jack Graham's Chev-Aston (black arrow), which plows into Rodger Ward's Ferrari. Alex Budurin's Hagemann-Buick goes by at right. Center: Gurney, who suffered minor injuries, is pulled from cockpit as workers spray course to prevent fire. Right: Graham (black arrow), who suffered broken wrist, walks away from battered car. (MOTORACING photos by W. R. C. Shedenhelm).

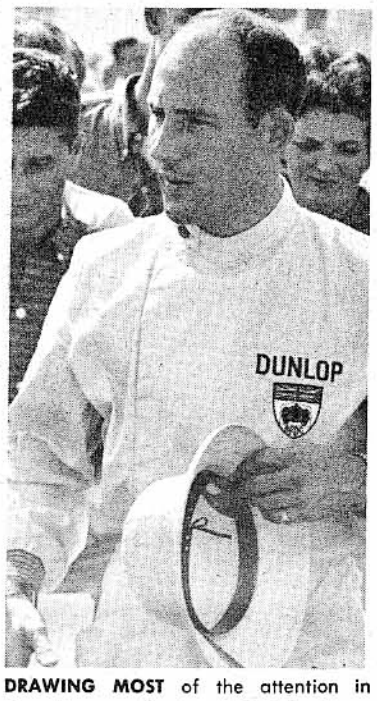


MOSS SPINS OUT—It happens to best of 'em. Stirling's Aston Martin goes off the course at turn 8. Top: English star begins to lose it (note tire marks). Center: He's lost it. Bottom: Moss completes spin off the course on lap 11. (Photos by Jim Peterson)

2ND & 3RD—At top is Lloyd Ruby, 4.5 Maserati, who finished more than a lap behind Phil Hill in Riverside race. Barely noticeable is tube from which he was drawing water. Below is Ken Miles in Porsche RSK, which took 3rd overall and 1st in under-2000cc class. (Photos by Bill Norcross)



EARLY ACTION—Top shows the way they came around turn 6 on first start. Chuck Daigh's Maser leads, followed by Lloyd Ruby's Maser, and Richie Ginther's Ferrari. In other shot, Augie Pabst cranes his neck as he hits rise in Chev-Scarab before entering turn 7. (Photos by Jack Brady)



DRAWING MOST of the attention in the pits was the noted British driver, Stirling Moss, never a serious threat in an Aston Martin. Car went out with low oil pressure. (MOTORACING photo by Gus V. Vignolle).

GINTHER LEADS Hill over the crest just before hitting turn 7 at Riverside. Note skid marks caused when Dean Mears smashed into bank in earlier race.

(MOTORACING photo by Gus V. Vignolle)

PITSVILLE

By MARIE DIXON

RIVERSIDE GRAND PRIX
Riverside International Motor Raceway, Oct. 11, 1959

JACK BRUMBY had 2 entries for the GP, but never got in the running. While testing drivers, both cars were practically totalled.

Old Yeller No. 2 ran into trouble in Fri. practice. I was told it was fixable but **MAX BALCHOWSKY** never showed.

The water jacket on Harry Heuer's Bocar broke Fri. and put a hole in the No. 2 piston. It was fixed in time for Sun., only to come up with gear box troubles. The car was brought off the jack just in time to make qualifying. Harry DNF'd in the consolation race with assumed transmission problems.

JIM MITCHELL had a very short weekend. With about four laps of practice under his belt, he blew the No. 4 rod bearing in his A-H.

Playboy model **MISS CORVETTE,** who could easily out-do **JAYNE MANSFIELD,** was in the pits over the weekend having her picture taken with arm around the willing winning drivers.

Handsome **RON O'DELL** was a happy lad when he drove his Porsche Carrera to victory. He anxiously drove up to the S/F line, visualizing beautiful girl, big hug and kiss, cameras clicking, checkered flag and victory lap. So what happens? **ARNIE CANE** hands him the checkered flag and asks him to go to the pits as time was short. Ron feels cheated.

In the race for Class B, C & D, **BOB BONDURANT** dropped from the lead after he lost all but 3rd gear on his Corvette. He sat in the racing pit and waited for the checkered flag to re-enter the course and finish.

VINCE MAYELL took over the lead until his Corv. lost a tread on the backstretch, causing him to spin in turn 9. He sat off turn 9 and also waited for the checkered flag.

DICK THORGRIMSON then became the leader in his Corv. but on the 13th lap he retired without a fan belt. His engine smelled well done. The winner was **DEAN MEARS.** This was the first overall win for Mercedes over Corvettes since Sept. 1957.

In Sat. main event, a tight battle with **D. D. MICHELMORE** for 1st in Class F,, **SCOOTER PATRICK'S** Porsche Spl. ran out of gas on the last lap.

JIM JEFFORDS held the overall lead for 9 laps but dropped to 2nd when he discovered the Scarab had an oil leak. When he pulled into the impound area it looked as thought all the oil was in the cockpit. That wasn't the big problem however. Upon closer inspection they found the rocker arm studs had pulled off. They were all night repairing it.

On one of **PHIL HILL'S** qualifying laps Sun., he went wide through turn 1, modifying the Ferrari's body on the right side.

When **DON HULETTE'S** turn came, he made it to turn 2 and broke the drive shaft.

In the consolation race for non-qualifiers, **BOB BONDURANT** was black-flagged on the 2nd lap — his exhaust pipes were too short.

ROGER BLOXHAM retired his Ferrari on the same lap with fuel starvation.

JIM CHAFFEE went out on the 6th with a broken fan belt. On the 7th, **DEAN MEARS** locked up the brakes on his 300SL rdstr. and smacked into the bank on turn 7. The impact blew the right front tire and damaged the front.

An unidentified official should get honorable mention for his quick safety action after the GP starting accident. As **DAN GURNEY'S** car was knocked over to the side of the track, this official was on the scene instantly, spraying CO2 on the 50 gallons of gas pouring from the tank.

After a 35-minute delay, the race was re-started with **CHUCK DAIGH** (Maser), **DON HULETTE** (Corv.) and **AUGIE PABST** (Scarab) **penalized** one lap for working on their cars.

When signaled on the course, Daigh let out the clutch and dropped the rear end.

JIM JEFFORDS retired the Scarab on the 6th lap with a gas leak in the injector system.

On the 9th, **AK MILLER** was black-flagged for spilling gas. He remedied the situation and returned to finish.

JOHNNY MANTZ brought the Mercedes-Corv. in on the 12th lap and quit. He had gas dumping down the back of his neck.

On the 13th, **BILL KRAUSE** came in. He decided it wasn't worth running the rest of the race with only six cylinders and 3rd gear left.

A dragging belly-pan on the Lister-Corv. forced **WAYNE WEILER** out of the race.

DON HULETTE retired the Corv. Spl. on the 19th when the front damper fell off.

With his telltale tach reading 9400-rpm, **RICARDO RODRIGUEZ** turned it off on the 22nd lap with a blown piston.

Many were disappointed when **STIRLING MOSS** dropped out on the 26th lap. As mechanics listened to the loud knock in the engine they jokingly said, "Well, there won't be any week's vacation on the beach in Florida now."

JACK McAFEE went out on the 30th lap between turns 7 and 8 after hearing strange noises. The cause is as yet undetermined.

After leading for 33 laps **RICHIE GINTHER** pulled off the course on the 35th lap with no oil pressure.

CLEM PROCTOR retired the Aston-Corv. on the 39th when a locating bracket on the rear end broke, causing it to rest on the sway bar.

KEN MILES was unaware that he had the under 2000cc race. When asked why he was hanging back during the first part of the race, he said, "they were going too fast to last."

Qualifying Times At Riverside

COURSE — 3.275 MI.

Pos.	Driver	Car.	Time
1.	Ginther,	4.1 Ferrari	2:06.97
2.	Daigh,	5.7 Maserati	2:07.02
3.	Ruby,	4.5 Maserati	2:09.35
4.	Gurney,	4.9 Ferrari	2:10.05
5.	Hill,	3. Ferrari	2:10.06
6.	Moss,	4.2 Aston-Martin	2:10.15
7.	Krause,	5. Chev-Jaguar	2:11.43
8.	Pabst,	5. Chev-Scarab	2:11.68
9.	Oker,	4.9 Ferrari	2:12.19
10.	Jeffords,	5. Chev-Scarab	2:12.54
11.	Miles,	1.5 Porsche Rsk	2:12.84
12.	Rodriguez,	1.5 Porsche Rsk	2:12.85
13.	McAfee,	1.5 Porsche Rsk	2:13.69
14.	Weiss,	1.6 Porsche Rsk	2:14.07
15.	Parsons,	2. Ferrari-Lotus	2:14.20
16.	Mantz,	5.5 Corv-Mercedes	2:14.74
17.	Flaherty,	3.8 Jaguar-Lister	2:14.80
18.	Morgensen,	3. Ferrari	2:15.50
19.	Graham,	5.5 Aston Martin	2:16.12
20.	Weiler,	5.7 Corv-Lister	2:16.12
21.	Miller,	5. Olds-Devin	2:16.85
22.	von Neumann,	3. Ferrari	2:17.46
23.	Glyer,	3. Ferrari	2:17.52
24.	Hauser,	5.8 Chevy Spl	2:17.84
25.	Budurin	5.6 Buick-Hagemann	2:17.86
26.	Cantrell,	1.7 Meyer-Drake	2:18.42
27.	Ward,	4.4 Ferrari	2:18.59
28.	Katskee,	3.5 Ferrari	2:19.40
29.	Seher,	3.4 D-Jaguar	2:20.12
30.	Proctor,	5.6 Corv-Aston	2:20.14
31.	Heuer,	5. Chev-Bocar	2:21.27
32.	Nethercutt,	2.5 Ferrari	2:21.79
33.	Playan,	4.5 Chev-Osca	2:22.16
34.	Bondurant,	4.6 Corvette	2:22.20
35.	Michelmore,	1.5 Porsche Rs	2:22.96
36.	Whatley,	1.6 Cooper-Porsche	2:23.08
37.	Cornett,	2. Ferrari	2:33.31
38.	Blackwell,	3.7 D-Jaguar	2:23.83
39.	Mears,	3. Mercedes-Benz	2:24.16
40.	Porterfield,	4.6 Corv-Devin	2:24.40
41.	Patrick,	1.5 Porsche Carrera	2:24.53
42.	Snyder,	1.1 Lotus	2:24.70
43.	Tidwell,	5. Corvette Spl	2:30.35
44.	Peters,	1.1 Elva	2:31.28
45.	Challman,	1.6 Lotus	2:32.58
46.	Hulette,	5. Chev. Spl	2:33.46
47.	Bloxham,	——	2:42.51
48.	Chaffee,	4.2 Spl.	2:47.72
49.	Walker,	5. H. H. Spl	3:09.95

Nassau Entries Grow

NASSAU, Bahamas, Oct. 18—Race officials for the Nov. 28-Dec. 7 Bahamas Speed Week have received 342 entry aplications to date and have sent out 80 invitations. Another 20 may be sent. Latest entries include Stirling Moss (4.2 Aston Martin), Paul O'Shea (Nisonger KLG Spl.) and Roy Salvadori (AH 3000).

RIVERSIDE RACE CHART

RIVERSIDE INTERNATIONAL RACEWAY — 3.275 MILES
TIME 2:16:45 — LAPS 62 — AVG. 89.05 — MILES 203.05

POS.	LAPS	SEC BEHIND	DRIVER	MAKE OF CAR	CLASS POS.
1	62		Hill, Phil	Ferrari	1D
2	61	ILI7	Ruby, Lloyd	Maserati	1C
3	61	95	Miles, Ken	Porsche RSK	1F
4	61	126	Morgensen, Dick	Ferrari TR	2D
5	60	2L1	Weiss, Sam	Porsche RSK	1E
6	60	32	Flaherty, Jack	Jag Lister	2C
7	60	54	Oker, Bob	Ferrari Monza	3C
8	60	65	Glyer, Gordie	Ferrari TR	3D
9	59	3L5	Pabst, Augie	Chev-Scarab	1B
10	59	80	Parsons, Charles	Lotus Ferrari	2E
11	58	4L36	von Neumann, Josie	Ferrari TR	4D
12	57	5L70	Miller, Ak	Olds-Devin	2B
13	54	8L111	Katskee, Loyal	Ferrari Monza	4C

DNF and laps completed — Hauser, 0; Cantrell, 39; Jeffords, 5; Krause, 12; Moss, 25; Rodriguez, 19; Weiler, 13; Proctor, 34; McAfee, 29; Daigh, 0; Walker 1; Budurin, 11; Mantz, 10; Hulette, 19; Ginther, 35; Gurney, 0; Graham,0; Ward, 0.

(Compiled by Long Beach MG Club Scoring Team)

Hill Scores at Riverside

(Continued from Page 3)

boomed into the lead, with Ruby next.

GINTHER TAKES OVER

Ginther took them on the back straight, and, over the brow of turn 9, saw the yellow flag. As he headed for home, the starter, running toward the cars, waved the red flag.

Chief Steward Lujie Lesovsky of the sanctioning USAC exercised excellent judgment in stopping the race, this despite some uncalled for hollering from a few name drivers who should know better. At the time when action was needed, Lesovsky said, "I don't care if I am fired or replaced, I'm stopping this race!"

Allowing the race to continue would have been catastrophic. Picture all that fuel on the course just before passing the apex where the blind rise is into turn 1, name drivers to the contrary notwithstanding.

At the restart, Daigh, Augie Pabst, Chev-Scarab, and Don Hulette, Chev Spl., were held in check for one lap for allegedly working on their cars on the red flag. Daigh's troubles continued to plague him and he was kaput at the flagfall with a split rearend.

Around the first time it was Ginther, Moss, Ruby, Hill (in a Ferrari that had suffered severe body damage when he slammed into the guard rail during qualifying), Bill Krause, Chev-Jaguar, Jim Jeffords, Chev-Scarab, and Bob Oker, 4.9 Ferrari.

The uninitiated thought it was quite a duel between Ginther and Hill; actually it wasn't, but it was good for the spectators, else it would have been awfully drab.

Ginther wasn't going as fast as he could; he let Hill pass him. Hill led laps 10 and 11, after Ginther was in the van for the first nine.

Richie smartly wanted to save the car, especially the brakes. He had such a huge lead after two laps that he was skipping a gear.

Hill's smaller machine had only one advantage — better brakes (disc)—but that certainly was not enough to compensate for the power of the 4.1. Naturally, Phil went deeper into the turns.

While he was in it, Richie always had confidence he could go 3-4 seconds faster. At various times Moss was 14 seconds back, then 11, then 7. But in no time at all, Ginther soon was up to a 10-11-second lead.

At the end of 10 it was Hill, Ginther, Moss, Ruby and 17-year-old Ricardo Rodriguez, Porsche RSK, in fifth slot. Ricardo was trying to keep up with the big iron or felt it was a 20-lapper. He was out after 19 laps. He, and his father said the mill had not blown; others said he over-revved it.

Ginther Pulls Out

Miles was 10th at 10 laps, but came up fast, and at the 30-lap mark was led only by Ginther, Hill and Ruby. When Ginther went out,

(Continued on Page 7)

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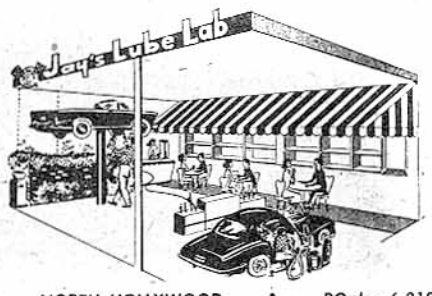

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3 U.S. CARS TO RACE AT SEBRING

SEBRING, Fla., Oct. 20—Three U. S. built Formula cars will race against Europe's best in the Grand Prix of the United States here on Dec. 12, it was announced today. Rodger Ward, 1959 Indy Winner, will drive an Offie Midget with a 2-speed gearbox, Lance Reventlow and Chuch Daigh will drive the new Scarab Formula 1 cars, if they are ready in time.

QUAKER STATE GETS INTO RACING

The Quaker State Oil Corp. is marketing a new oil, specifically designed for imported cars, called GRAND PRIX. The introductory area for this new product is Southern California, with Jay Chamberlain's new "Lube Lab," in North Hollywood, as headquarters. The oil is available in SAE 20, 30 and 40 weights.

MOTORACING RESULTS QUICK

Riverside Race

(Continued from Page 6)

Miles moved into third and remained there to the finish.

Ginther said he had 80 pounds of pressure in turn 9, none coming out of it, and quickly pulled out off the s/f straight to save the car. It wasn't saved much last year.

It was a real yawner from lap 36 to 62, after Hill had assumed command. An earlier duel between Miles, Jack McAfee and Sam Weiss, all in RSKs, petered out when Jack was forced out. The Morgensen-Weiss battle was the only interesting thing left.

Moss, who had a couple of rods out, spun off the course on lap 11 at turn 8, quickly made up lost time, but the car, which belonged more in a kennel than on a course, simply didn't move fast enough; it was dundee on lap 26.

The race took a terrific toll—13 finished out of 31 starters.

50% for Drivers

Of the 25 checks made out, Eleanor collected eight, and she now ranks with Briggs Cunningham as the leading owner of racing sports cars in the country. She split everything right down the middle with her three drivers today—Hill, Ginther and her daughter, Josie.

Josie, incidentally, only USAC gal driver in the U.S., did a fine job, improved as she went along and finished 11th, which is a helluva lot better than a lot of other male drivers, bonafide and alleged, were able to do.

Hill collected 50% of $7500 for himself—$4000 for overall win, $2500 for over-2000cc, $750 lap money and $250 for tires (Englebert).

Rest of the cash breakdown:

Ruby—$2500 ($2000, 2nd over-2000cc; $500. tires. . . Firestone. . .); Miles—$2225 ($2000, 1st under-2000cc; $225, fastest under 2000-- qualifier); Morgensen—$1500 (3rd over 2000cc); Weiss—$1500 (2nd under-2000cc); Flaherty —$1000 (4th over-2000cc); Oker—$700 (5th over-2000cc); Glver—$500 (6th over-2000cc); Pabst—$100 (9th overall); Parsons—$1000 (3rd under-2000cc); Josie von Neumann—$100 (11th overall); Miller—$100 (12th overall); Katske—$100 (13th overall); Cantrell—$700 (4th under-2000cc); Ginther—$1125 ($100, 15th overall; $225, fastest over-2000cc qualifier; $800 lap money); Proctor—$100 (16th overall); McAfee—$500 (5th under-2000cc); Rodriguez—$300 (6th under-2000cc).

NOTE—•USAC judges finishers on basis of laps completed.

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(Continued from Page 2)

tough to reach on time—up hill and around a bend .42 miles after a speed change to 58.9 MPH. Of the top 25 cars Rudy Cleye's lead foot brought him in with a best effort of 1 penalty point. We're 5 seconds late—not such a good start. Bet some contestants will miss that CACTUS CANDY LAMPS, PLANTS sign—whoops there's another one just after the first C. P. The full moon helps a lot in spotting signs. At the first rest stop after the 2nd C. P. we saw cars 3, 4, 5 & 10. Looks like heavy attrition to this point. Took 1 second on this one, that's more like it.

They Almost Miss a Left Turn

On into Arizona with most everyone holding position. A long, long leg—we've been looking for a C. P. for nearly 5 hours and there it is but we're 9 seconds late. Almost missed the left turn up the road to the Grand Canyon after the U turn rest stop in Williams. Recovered and then straight up the road to C. P. 4. About 5 seconds on this one. Hey, there's a cute one. Instruction No. 78 says "At second sign SOFT SHOULDERS change speed to 49.7 MPH" and No. 79 reads "At third sign SOFT SHOULDERS change speed to 25.2 MPH". Remember the admonition in the general instructions to complete one instruction before starting another, so No. 79 must mean the 5th (2+3) SOFT SHOULDERS sign. With about 25 minutes between the second and the fifth sign anyone who misses this one will really be hurting.

Here's the Grand Canyon C. P. just as dawn is breaking. Another 5 seconds. Twas a clever idea to give us an hour to traverse the Park so we'll have an opportunity to stop and admire the scenery. Rounding the eastern end of the Canyon and heading toward Utah looking for road marker No.514 for some 40 minutes before C. P. 6 shows up. Another penalty point for 1 second early. Equipment striping the road over the Canyon bridge just as we crossed fouled up our 9.94 MPH navigation for a while. Glad there was no C. P. there. Bet the folks on C. P. 7 had a cold night up here at 8,000 ft. elevation. This Jacob Lake area is beautiful though. Guess we had a little too much wheelspin coming up the hill—another 6 second error.

Denise Waiting for Tough Part

We smelled the quickie C. P. 8. Just looked like the spot for it. A 4:45 leg and we finally zeroed one. Leg 9 was a secenic wonder with about an extra 20 minutes to admire Zion Nat'l. Park's attractions. Stopped under a tree to chat with Denise McCluggage, Coulter and Nesbitt, Thomas and Smith and Scott Harvey and his crew. First time we had seen Scott since he moved from L. A. to Detroit a couple of years ago. Denise was voicing a common driver's lament "When will the tough driving part start?" The idea of nice paved roads the whole route irked many of the drivers who were looking for some road conditions they could get their teeth into. Down out of Zion toward St. George and into C. P. 9 with another 3 seconds to add to our mounting penalty points.

A fuel stop in St. George then down the home stretch for nearly 1¼ hours at 64.3 MPH—another little reliability run into the final check point at Las Vegas. Lots of rabid enthusiasts out to watch us come in and check through technical inspection for absence of body damage and condition of equipment and tools. Then on to the Thunderbird Hotel for another rousing reception. There were hurried consultations with other navigators to see if we could get some idea of the standings. Looked as though we're in fair shape as many of the favorites reported their troubles. Piercy-Harris with their fan belt cost them 3 minutes. The Chesters scratched off one instruction before executing it. Higgins and Lovell took a side trip through Albuquerque. Ryan-Davis-Cook in the Lancia made a 1 minute goof leaving a check point but were still in contention. The McDonalds and several others used the wrong sign at the ODO check which ruined them to the extent of 36 seconds per hour for the rest of the run.

Cheers for Holland, Royer & all Workers

Time for a bath and a shave before the show at Stardust and then to bed, knowing the time until announcement of results a 2 P. M. Sunday would never pass.

When it did, we just couldn't believe it. First and second for our two cars and first team with the S. F. Lancia. The rest of the day and evening were a pretty pink cloud and we still haven't settled down to normal.

George Holland, Don Royer and the hundreds of people responsible for this greatest of rallies are already making plans for next year's running—November 8-12. Get your entry in early.

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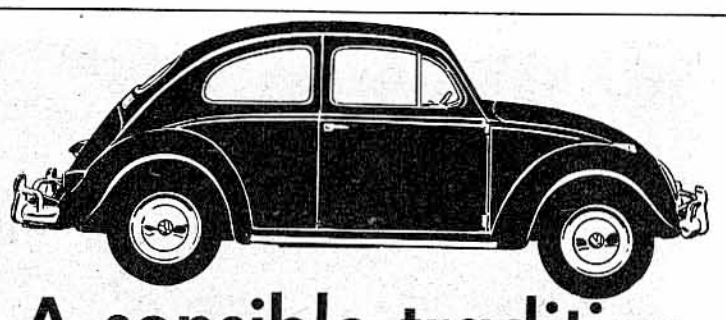

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